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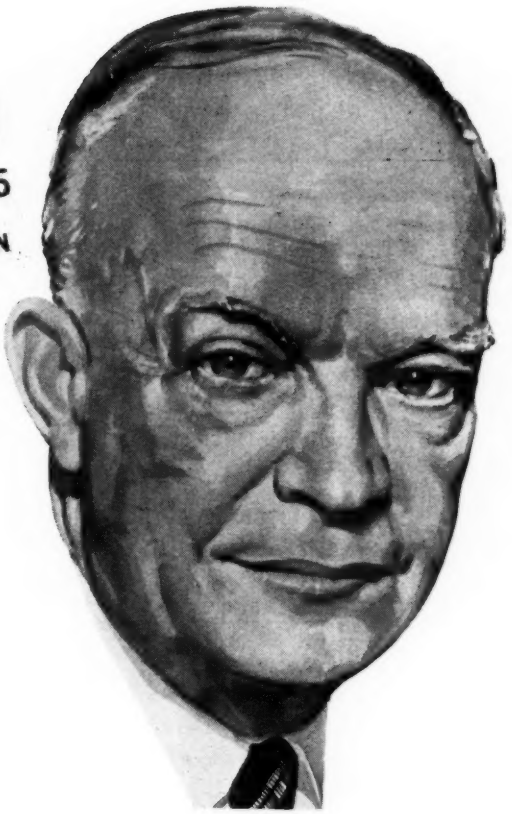

Let's Make *Every Day*

SAFE DRIVING DAY

DWIGHT D. EISENHOWER
President
United States of America

TRAFFIC DIGEST & Review

NORTHWESTERN

The

Traffic Digest & Review

OF THE TRAFFIC INSTITUTE, NORTHWESTERN UNIVERSITY

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This publication is produced to serve as a source of information and a medium for the expression of responsible opinion in the street and highway traffic field. From time to time there will appear herein expressions of opinion that do not necessarily reflect official Traffic Institute policy.

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S-D DAY

(An Editorial)

Within a few days after you receive this magazine, the greatest traffic safety public information program ever launched will go into high gear.

For 10 days beginning November 21 thousands of local, state, and national organizations, plus public officials, will join the nation's newspapers, radio and television stations and other public information media to focus national attention on traffic accidents.

This 10-day all-out public information effort will precede S-D Day on December 1—the day on which every community in the country from the smallest hamlet to the biggest metropolitan center will be striving to complete the 24-hour period without a single traffic accident.

S-D Day is sponsored by the President's Committee for Traffic Safety. President Eisenhower has pledged his support.

Scorekeeping of traffic fatalities will begin on November 21—S-D Day minus 10—and will continue through S-D Day plus 10. Reports on the cumulative results will be published by the President's Committee.

It is the hope of the Committee that the concentrated public attention on traffic accidents during the 21-day period, November 21 to December 11, will have a beneficial "carry-over" effect for months to come.

This year, as last, the purpose of S-D Day is to show that motorists and pedestrians can reduce traffic accidents by *their own actions*. The first S-D Day, last December, produced a reduction in the national toll of deaths and injuries, and in the number of accidents, as against the comparable day in 1953. For the second S-D Day, everyone in every state and community will be asked to join in bringing about a much greater reduction.

S-D Day 1954 demonstrated that the place to attack the traffic accident problem is in the community, and that the responsibility rests upon each individual.

S-D Day 1955 will further implant in the minds of all motorists and pedestrains the realization that, if they can greatly reduce accidents on *one* day, they can do so every day of the year. It will call attention dramatically to the importance of year-round support by every individual for existing safety programs of proven worth.

S-D Day is certainly no cure-all, but any program which brings the seriousness of the traffic accident problem to the attention of millions of our citizens is bound to have some beneficial effects.

S-D Day, will, we believe, result in greater public support for official traffic safety progress. Remember S-D Day—and give it your full support. It merits your active interest and participation.

IACP Statement on Patrol Tactics

A highly important policy statement was made by the International Association of Chiefs of Police, through its Traffic Committee, at the recent annual conference in Philadelphia on the subject of "Traffic Law Enforcement Patrol Tactics—Observation from Stationary Posts."

The statement was made to describe the IACP's stand on the patrol tactics previously referred to as "at rest, off-street observation" and sometimes by laymen as "speed trap."

The statement as passed by the Traffic Committee and as approved by the IACP Executive Committee reads:

"There are two general tactical means for observing behavior in police traffic law enforcement. These are patrol and observation at stationary points. For purposes of stationary observation, there are three acceptable tactics. In the performance of any of these, the officer must be parked on the public roadway. The three stationary post tactics are:

"*Conspicuous*—highest attention getting activity mainly for purpose of deterring violation.

"*Visible*—at a stationary post visible to drivers using ordinary powers of observation.

"*Concealed*—at a stationary post not visible, using ordinary powers of observation, from the roadway being observed.

"The Traffic Committee disapproves the use of the term 'speed trap' as applied to any legitimate means of detecting speed violation in which the element of incitement to violate is not present.

"Recommendation No. 1.—A police officer may station himself and/or his vehicle at any point on the public roadway where he can be seen by a motorist using ordinary powers of observation (i.e., without having to seek out the officer) for the purpose of determining or apprehending violators.

"Recommendation No. 2—In the interest of attaining and maintaining the highest possible level of public acceptance of police traffic law enforcement activity, the tactics defined as 'concealed' may be employed when violators cannot be deterred by 'conspicuous' or 'visible' activity."

* * *

During the 1954-55 school year, 9,968—or 50 per cent—of the public high schools of the country offered driver education courses and enrolled 994,212 students, or 62 per cent of the total potential enrollment.

Philadelphia Police Department Photo

Chief I. B. Bruce, Colorado Springs, Colo., the retiring president of the IACP, (left) gives a pat on the back to his successor, Chief Walter E. Headley, Jr., of Miami, Fla.

TPA Grad Headley Heads IACP

Chief Walter E. Headley, Jr., of Miami, Fla., the new president of the International Association of Chiefs of Police, is the first graduate of the Traffic Institute's Traffic Police Administration Course to achieve this high office.

Chief Headley took over the IACP reins on the last day of the 62nd annual conference of the Association, October 6, in Philadelphia, Pa. He was elevated to the presidency from the office of first vice president, succeeding Chief I. B. Bruce, Colorado Springs, Colo.

Coincidentally, Chief Headley was installed as president of the IACP in the city where he was born on May 11, 1905. He attended elementary and high schools in Philadelphia and in New Jersey and in 1920 enlisted in the U. S. Cavalry (as he was only 15 he had to misrepresent his age to be accepted). He finished his high school work in the Army.

Chief Headley went to Florida with his parents in 1923, returned to Philadelphia in 1930, and then went back to Florida "for good" in 1932. He joined the Miami Police Department in February, 1937. He was an

acting detective sergeant when he was awarded a Kemper fellowship to attend the Fall 1944 Traffic Police Administration Course at the Traffic Institute.

He was made director of police training and founded the Miami Police Academy in 1945. He was appointed assistant chief of police January 11, 1948, and chief of police seven months later.

Progressiveness is one of Chief Headley's most outstanding traits. Since his appointment as chief, many improvements have been made in the Miami Police Department, such as adoption of the drunkometer which had not been previously recognized in the city or state, acquisition of lie detectors to assist in criminal investigations, enlargement of the Mounted Patrol, expansion of the Negro police unit and, after long advocating such a plan, instituting a Municipal Court for Negroes, whch is presided over by a Negro judge (the first such appointment in the South since Reconstruction days).

Since Chief Headley has been head of the Miami Police Department, the city has won two first-place awards and one honorable mention in the Police Traffic Supervision Award Program of the International Association of Chiefs of Police.

In 1951 Chief Headley was host to the 58th annual conference of the IACP in Miami and it was at this conference that he was elected fifth vice president of the Association. Normally, Chief Headley would not have succeeded to the presidency of the Association until 1956, but the death of one of the vice presidents caused him to reach the highest office one year ahead of schedule.

Chief Headley has encouraged members of his department to apply for the Traffic Police Administration Course at the Traffic Institute, and 11 other Kemper fellows and scholars now hold positions of great responsibility in the Miami Police Department. One member of the department is attending the 1955-56 course on a Kemper award. It has long been the practice of the Miami Police Department to make the fullest possible use of the training its members have received in the Traffic Police Administration Course.

Chief Headley is active in police association work in his city, county, and state. Also he is a member of the Scottish Rite, Shrine, Royal Order of Jesters, Elks, and Kiwanis.

Other officers of the IACP for the 1955-56 term are:

First vice president—Chief George A. Otlewis, Chicago Park District Police.

Second vice president—Chief John D. Holstrom, Berkeley, Calif.

Third vice president—Chief Alfred T. Smalley, Highland Park, N. J.

James S. Kemper Honored by IACP

Philadelphia Police Department Photo

For his contributions to the police service through grants to the Traffic Institute for traffic police training, James S. Kemper, chairman of the Lumbermens Mutual Casualty Company, was made a "distinguished service life member" of the International Association of Chiefs of Police at the recent annual conference of the Association in Philadelphia. James T. Haviland, senior vice president of the Lumbermens Mutual Casualty Company, Philadelphia (second from right), accepted the award for Mr. Kemper. Presenting the plaque to Mr. Haviland is Franklin M. Kreml, director of the Transportation Center at Northwestern University. At left is Ray Ashworth, acting director of the Traffic Institute and Traffic Division of the IACP, and at right is Chief I. B. Bruce, Colorado Springs, Colo., retiring president of the IACP. The resolution passed by the Association to honor Mr. Kemper stated that "through his generous grants to the Traffic Institute since 1936, he has done perhaps as much as any one individual to improve police organization and administration."

Fourth vice president—Supt. Charles W. Woodson, Jr., Virginia State Police.

Fifth vice president—Chief Robert V. Murray, Metropolitan Police Department, Washington, D.C.

Sixth vice president—Chief Frank A. Sweeney, Jenkintown, Pa.

Secretary—Retired Chief John F. Murray, Perth Amboy, N. J.

Treasurer—Supt. William J. Roach, Waterbury, Conn.

Executive secretary—Leroy E. Wike, Washington, D.C.

Sergeant-at-arms—Supt. Thomas R. Jones, Minneapolis, Minn.

The sixth vice president—Chief Sweeney—is the only new name in the list of officers. The secretary, treasurer, and sergeant-at-arms were re-elected, the other vice presidents, in line with the Association's succession policy,

moved to the next highest office, and the office of executive secretary is an appointive one.

Retired Chief James M. Broughton, Portsmouth, Va., is the honorary president of the IACP.

Officers of the Association's State and Provincial Section for the coming year are:

General Chairman—Comm. John C. Kelly, Connecticut State Police.

Vice Chairman (East)—Supt. Frank A. Jessup, Indiana State Police.

Vice Chairman (West)—Supt. Gregory O. Hathaway, Arizona Highway Patrol.

Secretary—Supt. August P. Brandt, Alaska Territorial Police.

Advisor—Donald S. Leonard, Detroit, Mich.

RESOLUTIONS OF APPRECIATION

Resolutions expressing appreciation to nine national organizations for support to traffic safety, especially to traffic law enforcement, were among those passed by the International Association of Chiefs of Police at its 62nd annual conference recently in Philadelphia.

The organizations honored were: Association of Casualty and Surety Companies, Automotive Safety Foundation, National Association of Automotive Mutual Insurance Companies, Lumbermens Mutual Casualty Company, American Motorists Insurance Company, Farmers Insurance Group Safety Foundation, Liberty Mutual Insurance Company, Allstate Insurance Company, and State Farm Mutual Automobile Insurance Company.

The following were named regional chairmen of the State and Provincial Section:

North Atlantic—Supt. Francis S. McGarvey, New York State Police.

Southern—Comm. T. B. Birdsong, Mississippi Department of Public Safety.

East North Central—Comm. Edwin V. McNeill, Ontario Provincial Police.

North Central—Chief Paul R. Martz, Minnesota Highway Patrol.

West South Central—Supt. Thomas H. Glasscock, Kansas Highway Patrol.

Mountain-Pacific—Chief Gilbert R. Carrel, Colorado State Patrol.

Honolulu was selected as the site of the 1957 conference of the IACP. The 1956 conference will be held in Chicago.

In Evansville,

Electronics Aid Traffic Control

by

PAUL W. RICE

City Traffic Engineer
Evansville, Indiana

EVANSVILLE, Indiana, with a severe cross-town traffic problem and an inadequate traffic control system, is going to install one of the most modern systems—electronically interconnected traffic controllers.

This new and revolutionary method controls traffic signal lights by FM radio. Here's how it works: When a change in the timing of signals in the system is required because of a change in traffic load, a master controller at police headquarters sends out its signal. Instead of power going over a wire to operate relays in the intersection controllers, the power goes into electronic equipment. The radio transmitter goes on the air, transmits the tone of a certain frequency assigned to that particular function and goes off the air, all automatically. At the intersection, a radio receiver picks up the signal, actuates the necessary relays, and makes the changes in signal timing. Fifty-four intersections in downtown Evansville will be controlled by this method.

The need for a modernized traffic control system became apparent when it was realized that the City of Evansville was operating 17 different systems in effect, with little coordination between them. While traffic signals at 16 downtown intersections operating from one secondary controller were interconnected to some extent, 15 other independent intersections, added as the city grew, had no physical connection. Adding three other intersections which were interconnected but not in to any master system, we had an arrangement that severely limited the efficient control of traffic flow.

Coupled with this outmoded traffic signal system was the increase in traffic volume. Traffic calculated at a number of locations throughout the business districts showed an increase of 60 per cent during the past five years. Our survey also revealed that roughly half of the traffic using the streets in the downtown area had no destination in that area; it was cross-town traffic travel undesirably circulating within the district. There is no direct cross-town route by-passing the business district. To get from one end of the city to the other, traveling from east to west, you must enter the diagonal street grid system which makes up downtown Evansville. With Evansville's population approaching 130,000 and with motor ve-

hicle registrations increasing in the last five years by 41 per cent, this problem has become acute.

The public, in general, little realizes the planning and engineering required to integrate a traffic signal control system. Traffic signals of a city are normally divided into groups for better control. A group of signals can be timed and synchronized for coordinated operation. Synchronization consists of timing the signals on a street so that a vehicle can theoretically travel, at a predetermined rate of speed, through a number of interesections without stopping. Also, the timing of the signals can be changed at intervals during the day to conform to the changes in traffic flow for better traffic control.

To synchronize and integrate a system, each traffic signal and local traffic controller in a group needs to be connected with a master controller. The normal functions of the signal system are supervised by a program timer, located in the master controller. The program timer controls changes in signal operation by sending electrical impulses to the local interconection controller so as to change timing dials, select different offsets or turn the signals to flashing operation. Usually traffic signals at an intersection are controlled by an individual local traffic controller into which the interesection timing function is pre-set awaiting selection by the master controller.

Interconnection of the programming device and master controller to the local traffic controller is usually performed by multi-conductor cable. When possible, this cable is laid underground in public utility ducts or subways. If these are not available, the multi-conductor cable is either strung overhead or buried in the ground.

Keeping all this in mind, we then went about looking for the best way to modernize our traffic control system. The conventional method of interconnection of all controls with an underground cable system was first considered. This would have been expensive. Cables, conduits, and installation costs alone would be in excess of $72,000. It would have been necessary to put in all new cable since our existing cable was so bad it could not be pulled out or reused. Another important factor to consider would have been the disruption of downtown traffic due to torn up streets. Merchants conservatively estimated that it would cost them over $20,000, in business lost while streets were being torn up for installation of the cable. We considered using overhead instead of underground wiring for 22 blocks of our system, thereby cutting our interconnection costs to $57,500. Although this figure was much lower, it meant that streets still had to be torn up and that there would be unsightly overhead wires at the intersections. The possibility of using fire alarm system ducts, or telephone leased-wire services was investigated but these facilities were found to be inadequate.

Then we heard of the electronic system and contacted the General Electric Company, the manufacturers. The electronic equipment, known as the "building block" design is GE's latest Progress Line designed especially for this type of work and consists of a master tone translator, an FM transmitter, and intersection tone translator. The master tone translator receives the signal from the master controller, and converts the signal into tone pulses which are fed through the FM transmitter. These tone pulses are transmitted to the intersection tone translators, which in turn convert this information to the original signal voltage which would normally appear on interconnecting cable. The signal is then fed into the local traffic controller and the necessary relays are actuated. The FM radio controlled method eliminates the need to excavate under the streets or the need for overhead cables for interconnection. The disruption of of traffic load, which is most important, is held to a minimum.

There are many other advantages. For example, it is easy to expand this system. To add signals at an intersection, you need only add traffic signals, a local traffic controller and an intersection tone translator to the existing system. The units can be removed and reinstalled and/or interchanged at different locations, making the system very flexible. Additional functions such as fire lane, and civil defense warnings can be worked into the system by adding only additional tones, tone switches and relays into existing units. All controls can be operated from a single location for fast efficient centralized control. Also, in the interconnecting cable method, any cable damage would put the remaining section of the system out of operation. In the FM radio control system, only that one intersection which is having difficulty would be out of operation. If there is any disruption of the radio portion of the system, the signals will still continue to operate on the last cycle set by the master controller.

Although this system is not the least expensive, its cost is below our original estimate. Including installation, the electronic equipment will cost the City of Evansville $61,600. According to our original contract, controllers, signals and other associated equipment costs were $52,899. Added to this was an installation figure of $67,837. This total of slightly more than $180,000 was considerably below the $225,000 bond issue voted for this purpose. Because of the savings realized, we are able to further modernize and standardize the entire system by eliminating 14 mast-arm signals and replacing them with standard post mounted signals. The mast-arm signals can then be used in the more insolated intersections of the city. This additional equipment brought out entire expenditure to approximately $202,000.

While we do not anticipate that the FM radio traffic control system will solve all our traffic problems, we do think it will be a great contribution towards the efficient handling of traffic in our downtown area.

NATIONAL SAFETY COUNCIL OFFERS S-D MATERIALS

The National Safety Council is going "all out" in support of S-D Day—Safe Driving Day, and to help others give full support has prepared materials that will facilitate participation. (S-D Day is December 1.)

These materials include posters, arm bands, safety displays, bumper strips, dash stickers, buttons, balloons, talking tapes, lapel tabs, handouts, gummed stickers, book matches, and newspaper mats. These materials are available in quantity lots at low cost.

Literature describing the materials and listing the prices on each item may be obtained by writing to the National Safety Council, 425 N. Michigan Ave., Chicago 11, Ill.

DOUBLE "BONUS" FOR SUBSCRIBERS THIS MONTH!

TD&R subscribers get a double bonus this month:

First, there's the "built-in" bonus which starts on page 25—"Traffic and Crowd Management at the Accident Scene," a new chapter for the complete edition of the *Traffic Accident Investigator's Manual.*

Second, subscribers may write in for a free copy of "Municipal Police Traffic Supervision," a 54-page pamphlet. This new publication, which sells for 75 cents (lower in quantity lots), contains 10 articles on traffic supervision reproduced from the *Traffic Digest & Review*. Written by Franklin M. Kreml and George Larsen, Jr., the articles were prepared originally for a chapter on Traffic Supervision for the International City Managers Association for its text, *Municipal Police Administration.*

To obtain a free copy of "Municipal Police Traffic Supervision," address a card or letter to the Traffic Institute, 1704 Judson Ave., Evanston, Ill. Simply state "November Bonus" and give your name and address.

CHEMICAL TEST SEMINAR PLANNED FOR SOUTHERN POLICE INSTITUTE

A two-week seminar on "Alcohol and Road Traffic" will be conducted Feb. 13-24 at the Southern Police Institute, University of Louisville, Louisville, Ky., David A. McCandless, Institute director, has announced.

The course will be limited to top-level technicians. Purpose of the course is to help technicians qualify as expert witnesses in chemical test cases in court and to enable them to serve as instructors to enforcement agencies in their area.

The National Safety Council and the Traffic Institute, Northwestern University, are cooperating in the presentation of the course.

* * *

Okla. City School for Handling Emergency Victims

Accident victims in Oklahoma City are now receiving better care. City government, safety and medical leaders have begun a new program to provide skilled handling of persons needing immediate medical attention.

Belief that emergency victims sometime die or develop serious complications from minor injuries as a result of improper care and transportation from accident scenes to the hospital, brought about a special school, tailor-made for those whose duty it is to care for emergency victims.

Groundwork for the school began when Dan Hollingsworth, Oklahoma City Safety Council manager, discussed the problem with doctors of the Oklahoma County Medical Society. Many of these doctors had long been concerned about the condition of some patients received in emergency rooms after a wild and often unnecessary race with time to the hospital.

The feeling that the need for such a school was so great that the doctors volunteered to take time out from their busy schedules to conduct classes. Oklahoma City Manager William Gill, Jr., provided for a large classroom in the Municipal Auditorium and sent memorandums to city department heads urging them to take advantage of the schooling.

In addition to policemen, firemen and other city employees, invitations were sent to local ambulance service operators, state highway patrol troopers, policemen in suburban towns and truck fleet safety supervisors.

Classes were held in two 3-hour sessions, one in the afternoon and one in the evening so that interested persons working either night or day shifts could take advantage of one of the scheduled sessions.

The Medical Society hand-picked eight doctors who are specialists to deliver instructions in their particular field of practice. Their topics include: Transportation of the Seriously Ill; Bleeding and Respiratory Emergencies; Fractures; Shock, Burns, and Gunshot Wounds; Heart Cases, Stroke, Epilepsy, and Heart Strokes; Convulsions, Poisons, Noxious Gases, Drug Intoxication, and Asphyxiation; Obstetrical Cases and Mental Patients.

The school was conducted on a strict time schedule so that doctors could arrive, deliver their lectures and leave in much the same manner they would fill an appointment with a patient.

Each lecture was followed by a general discussion period that brought many enlightening questions from the more than 200 persons who attended both sessions. Specific instances were cited by questioners and the doctors advised the proper action to be taken in each situation.

A tape recording of one complete session was made and is now being transcribed and prepared for printing in booklet form. The booklet, which should serve as a reference for those who attended and a guide for future schools of this nature, will be distributed throughout the state.

Detroit "Speed-Watches" Traffic

By

GARNET M. GRIFFIN
Director of Public Relations
Traffic Safety Association of Detroit

ISSUANCE of speeding violation tickets by the enforcement unit of the Detroit police has increased 67 per cent since the introduction of speed-timing devices recently.

But at the same time, Inspector William Polkinghorn, commanding officer of the Motorcycle Bureau, who has supervised the program, says that the timing devices have been excellent public relations instruments for his department.

"We have been able to make more Detroiters than ever before aware of the high speeds drivers are traveling," said Inspector Polkinghorn, a graduate of the Traffic Police Administration course of the Traffic Institute. "And we have not only been able to persuade them of the dangers of these high speeds, but to convince them that our police officers are not being unduly harsh on speeders.

"That to me is the important result of our use of the new device and not the sharply increased issuance of speeding tickets," he said.

How sharp was the increase can be seen from the following figures: In the first four months of its use, 21,338 tickets were handed out by the Motorcycle Bureau, compared with 14, 362 during the same period in 1954 and 13,745 in 1953.

To give greater validity to the increase, it should also be noted that records of the Detroit Police Department showed that there were approximately the same number of tickets issued betwen January 1, 1955 until the devices were introduced, as there were during the same period of 1954.

While the stepped-up enforcement program has not been in effect long enough to measure tangible results, Inspector Polkinghorn believes that the 10 per cent reduction in fatal accidents (for the first 10 months of 1955) can be attributed at least in part to the increased enforcement effort and that the decrease in speeding has helped to reduce the *severity* of accidents.

Detroit safety officials had been investigating the merits of speed-timing devices for big city operation for some time. They realized more keenly early this year, however, that some new method of apprehending speeders must be adopted after a tragic 70 per cent upswing in 1954 in traffic deaths caused by speeding.

Officials of the Detroit Police Department, the Detroit Department of Streets and Traffic and the Traffic Safety Association investigated thoroughly the various devices used. They were unanimous in their recommendations that two types be purchased and tried. One was the Speed-Watch, an electrical speed-timing device, which was in successful operation in 65 communities in Michigan and many others throughout the country. The second was the Radar Speed Meter, which has also proved successful in many areas.

Detroit purchased two Speed-Watches and began their use on April 18, 1955. It soon purchased two more of these devices and placed them in operation. Two of the radar instruments have been ordered, but because of the FCC formalities in obtaining approval, radar has not yet been used in Detroit at this writing. So it is with the experience of the Speed-Watch, and the four instruments in use, that this report is concerned.

"To the use of the Speed-Watch we can credit most of our increase in speeding violations enforcement," Inspector Polkinghorn said, "because that has been the one new element introduced into our programs."

Before this sharp increase became an actuality, however, much solid groundwork had to be laid. Police, traffic engineers and traffic safety officials realized that a careful job of explaining the need and the value of the electrical device would be necessary. So officials of these groups visited all three of the daily papers, asking for their cooperation in informing the public.

Test demonstrations were set up for Traffic Court judges, officers of the Detroit Bar Association, interested city officials, as well as for representatives of radio, press and television. After the demonstrations proved successful, it was announced that a trial period would be launched before the Speed-Watch was actually used for enforcement.

Wide coverage by the various media explained fully how the Speed-Watch operated and what it was intended to accomplish. Then an officer was sent into various sections of the city to use it on the streets where complaints on speeding had been received. This invariably brought a crowd and the officer was able to explain, not only to the drivers stopped, but also to the curious onlookers, how the Speed-Watch operated accurately and scientifically.

After a period of four weeks, it was decided that the device would be adopted and actual issuance of tickets would begin on April 18. The public was informed by press, radio, and television.

Inspector Polkinghorn and other top police officials laid down several general rules for use of the Speed-Watch. Perhaps, most important was that, at least in the beginning, no tickets would be issued for less than 10 miles per hour over the stated speed. A second provision was that the Speed-Watch would be sent to through streets where there had been

complaints from home owner groups or individuals of excessive speed. A third was that they be sent to residential streets where complaints had been long and loud about speeding. And a fourth was that they be used where accident analyses showed speed to be a prime accident factor.

"The latter two rules gave us a welcome acceptance right from the beginning," the Inspector said. "With the latest scientific instruments, we were trying to cope with a problem citizens were complaining about and at the same time striking at high-speed accident locations.

"We had received complaints of speeding in virtually every area in which it was assigned," he continued. "We have gone out and cleaned up these situations and the citizens can see results. They can see that we are doing a job and their confidence and appreciation for the department are strengthened."

A total of 3,008 man hours was spent on the Speed-Watch in the first four months of its use. During this time, 6,623 violation tickets were issued, which averaged to 2.2 tickets per hour. This is the highest enforcement efficiency Detroit has ever attained, as can be seen when compared with the .6 tickets per man per hour average under regular methods. Actually, apprehensions have been as high as 10 or 12 per hour with the Speed-Watch.

Inspector Polkinghorn further points out that, while the great majority of the tickets issued through use of the Speed-Watch are for speeding, yet it encompasses other violations. About one in every seven tickets is for another violation, such as running stop streets and red lights, improper turns, interfering with pedestrians and driving without operator's license on person, an important problem in Detroit and Michigan.

"We originally started with a one-man operation of the Speed-Watch," he explained. "And we found that as far as apprehending the violator was concerned, only one man was necessary. But we found that in many instances the person stopped was driving without a license, probably because it had been suspended by our Traffic Court judges or our Department of State for serious infractions of our traffic laws. One of our department rules is that all persons found driving without a license must be taken right into a precinct station. As a result we were losing valuable time with the Speed-Watch. So we developed a system of having another man in a car or on a motorcycle patrolling right in the neighborhood, available to take over in case a violator had to be taken into a station. This has worked out successfully for us, although it perhaps wouldn't even be a problem in other communities where there is no such departmental regulation."

One of the important aspects of the Speed-Watch device is its use in checking speeds on residential streets.

"I imagine every large city department receives its share of such com-

plaints," Inspector Polkinghorn said. "I know we sure do. In such cases we are able to take the timer right up onto the front porch of a home and check the speeds from there. The persons complaining can watch with the officer as he checks the speeds of the passing vehicles. In most cases, but not all, the residents find the cars are not going as fast as they thought."

One such survey requested by residents of a major street did show speeds were high, however—48 miles per hour in a 35-mile zone. The Speed-Watch was put in operation on this stretch of street for two days. Ten days later another survey was made at the same location and the average speed was found to be ten miles per hour lower than when first checked. This carry-over effect is something not ordinarily obtained with conventional enforcement methods, Inspector Polkinghorn said.

For example, a total of 172 hours was spent on such surveys and others to determine more selective assignment of regular motorcycle patrols during the four months. At one location 147 cars were checked, of which 137 were driving between 15 and 30 miles per hour in a 25-mile zone. Ten cars were checked at speeds between 35 and 40 miles per hour and their drivers were issued complaints. And all this despite the fact that signs warning that speed in Detroit is electrically timed have been placed on all major arteries and a portable sign is placed well in advance of where the timer is actually located.

Of the 5,809 speeding tickets issued, 3,771 were for 10 miles per hour over the speed limit, and another 1,597 were for 15 miles over the limit. Five of them were for going 35 miles over the limit.

Curiously enough, Inspector Polkinghorn says, women have been stopped for going the highest speeds. This was pointed out to the women's page editor of one of the daily papers.

One of the paper's top feature writers, who happened to be a woman, spent a day with Inspector Polkinghorn's men, to prove he was wrong and women were model drivers.

On that day the officer operating the Speed-Watch stopped a woman for going 71 miles per hour in a 30-mile zone. And she was driving this speed with seven children in her car!

With the woman reporter at his side, the officer asked the violator why she was driving so fast. She explained that she had stopped next to a new car at the last stop light and one of her youngsters said, "Let's see if we can beat that new car, Mom."

Detroit was then conducting a program aimed at crazy drivers and the headline on the woman reporter's story was "Women ARE Crazy!"

Despite the high speeds of some of the violators, Detroit officers have not once had to pursue a speeder. With the officers stationed several hundred feet beyond the rubber hoses, they have been able to get the reading from the watch, then step into the street and flag the violator over to the curb.

"This, of course, has made the Speed-Watch a much safer method of apprehending speeders than the old traditional pursuit method," Inspector Polkinghorn said. Whether on motorcycle or in a car, a pursuit at high speed can be dangerous and has too often wound up in an accident.

"It also has two other advantages as far as the apprehension is concerned," he continued. "First, it eliminates any public humiliation the violator might feel when he is pursued and brought to the curb in the usual manner. Second, it removes any disagreement between the offender and the officer as to the speed involved. These make for better educational enforcement and result in fewer man hours in court by reducing the number of contested cases."

Detroit officials received two principal objections to the introduction of the Speed-Watch. The first was that its use constituted a "speed trap". The second was that, while it might be effective in small communities, it could not be operated advantageously in a large community with heavy traffic volumes.

Both of these objections have been completely demolished.

Inspector Polkinghorn has received many enthusiastic letters of support from citizen groups and individuals where the Speed-Watch has operated. Nearly all of them commend the department for using it. And these commendations come not only from those who complained about speeders, but some have even come from speeders who have received tickets as a result of the timer.

Newspapers editorially have spoken strongly in its favor. Without exception they have complimented the Police Department for using the best scientific devices to curb the city's traffic deaths. They have deplored the argument that this is an invasion of an individual's personal liberties. One of them pointed out that it was time for opponents to look at the problem realistically and to discard the idea that police should follow so-called rules of good sportsmanship in apprehending speeders, who were just exhibiting a few animal spirits in driving a mere 20 or 30 miles an hour over the speed limit and were not really intending to violate the law.

The fact that some 6,600 tickets have been issued through use of the Speed-Watch and most of them on busy, through streets has proved that speed-timing devices can be used effectively in large cities. While it is true that most of the tickets are written with the timer in off-peak hours, yet Detroit police make excellent use of the Speed-Watch during peak periods on residential streets used as a by-pass in and around congested areas.

"During the peak hours of congestion speeding is not our problem on the major streets," Inspector Polkinghorn said. "It is when there is enough room in traffic to allow motorists to lay a little heavier on the accelerator."

Announce Traffic Court, Driver Education Awards

Traffic court and driver education awards for outstanding work in these fields have been announced.

The Committee on Traffic Court Program of the American Bar Association named 20 cities to receive 1955 traffic court awards for "progress in improving the quality of traffic courts." The awards were presented at the recent 78th annual meeting of the American Bar Association in Philadelphia.

Winners of the Eighth Annual National High School Driver Education Award Program were announced by the Association of Casualty and Surety Companies, sponsors of the officially authorized program.

Winners in both programs are listed below:

TRAFFIC COURT AWARDS

10,000 to 25,000 population

Honorable mention: Ironwood, Mich. and University Park, Tex.

25,000 to 50,000

1. Wausau, Wis.
2. Barberton, O.

Hon: mention: Kearney, N.J.

50,000 to 100,000

1. Springfield, O.
2. Hammond, Ind.

Hon. mention: Inglewood, Calif.

100,000 to 200,000

1. Arlington, Va.
2. (tie) Mobile, Ala., and Amarillo, Tex.

200,000 to 350,000

Hon. mention: Ft. Worth, Tex. and Rochester, N.Y.

350,000 to 500,000

1. Oakland, Calif.
2. Memphis, Tenn.

500,000 to 750,000

1. Minneapolis, Minn.
2. New Orleans, La.

Hon. mention: Milwaukee, Wis.

750,000 to 1,000,000

(No award)

1,000,000 and over

1. Chicago, Ill.

Hon. mention: New York City

Cities with outstanding traffic courts deserving special mention

Detroit, Mich.
Los Angeles, Calif.
Columbus, O.
Akron, O.
Washington, D.C.
Portland, Ore.
Denver, Colo.
Kansas City, Kan.
Toledo, O.
Oklahoma City, Okla.
Pasadena, Calif.
Chattanooga, Tenn.

DRIVER EDUCATION AWARDS

Awards of Excellence

Minnesota
Massachusetts

Awards of Honor

California
Delaware
New York
Oklahoma
Vermont

Awards of Merit

Arizona
New Jersey
Pennsylvania

Honorable Mention

Connecticut
Kansas
New York
Ohio

Special Progress Awards – Public Schools

Colorado
Mississippi
Montana
Washington

Special Citations for Driver Education Attainment – Private & Parochial Schools

Delaware
New Hampshire
North Dakota
Oklahoma
Vermont

Traffic Deaths Continue Upswing

THE SEPTEMBER song was a dirge for 3,530 Americans killed in traffic accidents—the greatest number of auto deaths in September in 14 years.

The National Safety Council said the September toll this year was the largest since 1941, when 3,746 died.

It marked the seventh consecutive month this year to show an increase over the corresponding month of last year, and September's 12 per cent jump was the largest of the seven.

For nine months auto deaths totaled 27,060. That was an increase of 6 per cent over the nine-month figure for last year.

A major contributing factor in the increase in deaths still appeared to be a continuing growth in motor vehicle travel, the Council said. At the end of eight months (latest figure available) mileage was running 8 per cent ahead of 1954 and 11 per cent ahead of 1953. For these same months, deaths were up 5 per cent in 1955 over 1954, but were 2 per cent fewer than in 1953.

Because travel is increasing more than deaths in 1955, the death rate for eight months was 5.9 deaths per 100 million miles—the lowest on record for the period. For the same eight-month period, the rates were 6.1 in 1954 and 6.7 in 1953.

Despite the high death total for September, nearly half of 45 reporting states had fewer deaths than in September of the previous year. For eight months, however, only 12 states still showed improvement. They were:

Idaho	−20%	Maryland	− 2%
Arizona	−11%	West Virginia	− 2%
Minnesota	− 6%	Kansas	− 1%
New Mexico	− 5%	Arkansas	− 1%
Iowa	− 4%	Nebraska	− 1%
Florida	− 3%	New Jersey	*

*Decrease less than one-half per cent.

The increase in deaths in September and for the nine months was about the same in the reporting cities as it was in the states. Among 503 cities, deaths were up 11 per cent in September and 5 per cent for nine months.

In September, 99 of the 503 cities had decreases, while 296 reported no change. For nine months, 184 cities had decreases, while 122 showed no change.

Of the cities with decreases at the end of nine months, the following have populations of more than 200,000:

Syracuse, N. Y.	−54%	Kansas City, Mo.	−14%
Seattle, Wash.	−47%	Jacksonville, Fla.	−11%
Tampa, Fla.	−42%	Milwaukee, Wis.	−11%
Dallas, Tex.	−37%	Rochester, N. Y.	−10%
Memphis, Tenn.	−32%	Cleveland, Ohio	− 9%
Long Beach, Calif.	−30%	Worcester, Mass.	− 9%
St. Paul, Minn.	−30%	Chicago, Ill.	− 8%
Oakland, Calif.	−23%	Oklahoma City, Okla.	− 8%
St. Louis, Mo.	−16%	Philadelphia, Pa.	− 7%
Toledo, Ohio	−15%	Minneapolis, Minn.	− 7%
Indianapolis, Ind.	−14%	Detroit, Mich.	− 6%
		Portland, Ore.	− 4%

Of 351 cities with perfect records in September, the three largest were Portland, Ore. (373,600); Fort Worth, Tex. (278,800), and Syracuse, N. Y. (220,600).

Cities with perfect records at the end of nine months totalled 109. Of these, the three largest were Sioux City, Iowa (84,000); Medford, Mass. (66,100), and Tucson, Ariz. (48,800).

The three leading cities in each population group at the end of nine months, ranked according to the number of deaths per 10,000 registered vehicles, were:

	1955 Reg. Rate		*1955 Reg. Rate*
Over 1,000,000 Population		200,000-350,000 Population	
Detroit, Mich.	3.0	Syracuse, N. Y.	1.0
Los Angeles, Calif.	3.2	Norfolk, Va.	1.0
Philadelphia, Pa.	3.4	Oklahoma City, Okla.	1.2
750,000-1,000,000 Population		100,000-200,000 Population	
St. Louis, Mo.	2.6	South Bend, Ind.	0.5
Cleveland, Ohio	2.7	Tulsa, Okla.	0.6
San Francisco, Calif.	2.8	Little Rock, Ark.	0.6
500,000-750,000 Population		50,000-100,000 Population	
Seattle, Wash.	0.9	Sioux City, Iowa	0.0
Dallas, Tex.	1.6	Medford, Mass.	0.0
Minneapolis, Minn.	1.6	Lincoln, Neb.	0.3
350,000-500,000 Population		25,000-50,000 Population	
Portland, Ore.	1.8	Tucson, Ariz.	0.0
Kansas City, Mo.	1.9	Muskegon, Mich.	0.0
Denver, Colo.	2.0	Vancouver, Wash.	0.0

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MAGISTRATE LIABLE FOR PROSECUTING MOTORIST UNDER NON-EXISTENT ORDINANCE

TRAFFIC law enforcement officers must choose wisely the offenses with which they charge erring motorists who come within their purview. What may happen when they strain to collect fines and costs from a transient motorist is well illustrated in a recent New Mexico case in which the arresting officer and the local justice of the peace combined their ingenuity to bring charges under a non-existent ordinance.

In *Vickrey v. Dunivan*, 59 N.M. 90, 279 P.2d 853 (Feb. 1, 1955) Vickrey was driving a truck in the vicinity of Hatch, N.M. Dunivan was a deputy sheriff of the county, a constable in the local justice court and likewise a Hatch village policeman. The justice of the peace, Clear, was also the village police magistrate. A resident of the county, Carmichael, was driving toward his home north of Hatch when he met Vickrey coming from the opposite direction. Vickrey's truck was wandering across the road in such peculiar manner that Carmichael pulled off the road until it passed. Then, thinking its driver must be under the influence of liquor, he turned around and followed it back to town. After reporting the matter to Dunivan, he went on home.

The officer, Dunivan, then set out in pursuit of Vickrey and overhauled him about 20 miles south of town. At that time he, too, was convinced that the driver must be under the influence of liquor, judging from the erratic manner in which he was proceeding. He promptly arrested Vickrey and informed him that a complaint had been made against him for driving while under the influence of intoxicating liquor. But Dunivan almost immediately concluded that Vickrey was not intoxicated. The odd behavior of the truck on the highway was due entirely to the fact that a very heavy weight at the rear was causing the front end to rise up off the road occasionally and of course this complicated the steering.

Even though convinced that the man was perfectly sober, the officer nevertheless ordered him to drive back to Hatch. Upon arrival there he

was taken before Clear. Upon hearing Dunivan's account of the affair Clear immediately remarked that the man was not under the influence of liquor. Still, bent on charging him with *something*, they called Carmichael to come in and sign a complaint, meanwhile debating between themselves as to what the charge should be. Finally they decided to charge violation of a village ordinance—"driving on the wrong side of the road," even though there was no such ordinance. Carmichael signed the complaint and swore to it before Clear in his capacity as police judge. Upon being arraigned on the charge Vickrey pleaded guilty and Clear assessed a fine of $25.00 and costs of $3.80. Vickrey did not have the money, so he was detained in custody from 11:30 a.m. until about 3:30 p.m. when he was released, having managed in some way to raise the money.

Vickrey promptly appealed and upon motion of the village attorney the case was dismissed and the fine and costs refunded to Vickrey, there being no such offense as "driving on the wrong side of the road" under the Hatch ordinances. Vickrey then brought suit for false imprisonment against the officer, the judge and the complainant Carmichael. The jury returned a verdict against all three for actual damages of $175.

In affirming the judgment the Supreme Court said: "It is urged by the defendant Dunivan that he is not liable because he arrested the accused while committing a misdemeanor in his presence. Perhaps there was probable cause for his arrest for violating the state traffic laws, *but what took place in the office of the police judge of Hatch is something else—a mere "trumped-up" charge.* The testimony is clear that Dunivan suggested that a city case be made against plaintiff, knowing at the time the Village of Hatch did not have an ordinance against 'driving on the wrong side of the road.' *That the fine went to the village and costs to Dunivan is self evident as to the plan of operation of these defendants.* It is contended by Clear that he is immune from liability since he was acting within the scope of his judicial capacity. No rule is more firmly established than that judicial officers are not liable for the erroneous exercise of judicial powers vested in them; however such officers are not immune from liability where they act wholly in excess of their jurisdiction. Defendant Clear well knew that the village had no such ordinance. He consulted with the defendant Dunivan as to the nature of the charge to be filed against the plaintiff, knowing at the time the complaint did not state an offense, and that the offense for which he was arrested, if any, occurred outside the village. The process issued by him was void on its face. Under such circumstances it must be held that he acted wholly without jurisdiction."

Relative to plaintiff's complaint about dismissal of the case against Carmichael, the court said there was no evidence to show that Carmichael was a party to the unlawful arrest and detention. "On the other hand the proof is abundant that probable cause existed for his acts in reporting plaintiff's conduct to Dunivan. When he met the plaintiff the truck was

weaving from side to side in such manner that Carmichael stopped his automobile because he thought the vehicles were going to collide. Admittedly, plaintiff was unable to operate his truck properly. The extra weight on the rear caused the front wheels to clear the road and the truck to zig zag, thereby causing a traffic hazard."

DECISION SUGGESTS QUESTIONS

In view of the court's emphasis upon the defendant's knowledge that there was no ordinance, the question immediately suggests itself: What would have been their liability if they had believed, in good faith, that there *was* an ordinance such as the imaginary one under which Vickrey was charged and convicted? As officers and judges were they not bound to know such things? Would the law place a premium upon their ignorance in such a case?

A judicial officer is protected if he acts within his jurisdiction. There is some conflict of authority where he acts in excess thereof, but as stated in the foregoing opinion, where a judge of a court of limited jurisdiction acts wholly without jurisdiction he is subject to civil liability therefor even if he acts in good faith. See 48 C.J.S., Judges, sec. 63; 22 Am. Jur., False Imprisonment, secs. 52, 56; 35 C.J.S., False Imprisonment, sec. 44. Obviously in such a case as the one under discussion, the judge could not have jurisdiction of the subject matter because *there was no subject matter*—no offense. And, since good or bad faith on his part is immaterial in such a situation, no doubt he would be liable even if he honestly supposed there was such an ordinance.

ILLUSTRATIVE CASES

In one of the leading cases on this subject, *Brown v. Larimer*, 132 Kans. 81, 294 P. 906 (1931) the magistrate Larimer, judge of the Topeka City Court, held a preliminary hearing in a felony case brought on complaint of Brown. The magistrate held there was no probable cause for the complaint, dismissed it and taxed all the costs to Brown and ordered him held in jail until they were paid. Upon his release Brown sued the judge for false imprisonment. The Supreme Court of Kansas affirmed a judgment of the lower court holding that Brown's petition stated a cause of action against Larimer, saying: "The authorities are almost unanimously to the effect that when the judge of a court of limited jurisdiction, with respect to a matter not within the jurisdiction of the court, makes an order as the result of which one is unlawfully imprisoned, and especially where he does so wilfully and maliciously * * * he is personally liable for such false imprisonment."

In *Malone v. Carey*, 17 Cal. App.2d 505, 62 P.2d 166 (1936) Malone had been charged with a traffic offense against the ordinances of the town of Emeryville. He appeared before the city judge (Kennon), pleaded

guilty and was fined $2 which he "worked out" in manual labor. The judge thereafter issued a warrant on another complaint brought by Carey, chief of police of Emeryville, charging Malone with the same offense as that on which he had previously done his time. Malone was arrested under the warrant and brought into court, whereupon the mistake was discovered and he was released. He brought suit for false imprisonment against the chief, the judge and other city officials, all of whom demurred to his petition. The judgment of the lower court sustaining a demurrer was upheld, the police officers being absolved because they acted under a valid warrant and the judge because his acts were within his jurisdiction. The "double jeopardy" was merely a defense to be asserted by the defendant but did not divest the court of jurisdiction.

In *Voll v. Steele*, 141 Oh. St. 293, 47 N.E.2nd 991 (1943) Voll was arrested by a Northfield police officer for speeding. He gave his personal check for $10 as appearance bond. Later he appeared and pleaded guilty before Steele, the mayor, and was fined $5.00 and costs of $6.10, a total of $11.10. He gave his personal check for $1.10 and applied the first $10 check in payment and was released. There was some dispute as to the correct amount of costs and upon his release he stopped payment on the $10 check, but sent another check to Steele for $3.90 thus leaving the costs unpaid. Steele issued a warrant and Voll was arrested in Akron. When he was brought before the mayor he paid the $6.10 and was released, whereupon he sued the mayor and the marshal who had arrested him. A judgment in Voll's favor was reversed by the Supreme Court, since the mayor had jurisdiction to place Voll in custody until his fine and costs were paid. It was the same as though he had escaped from custody after sentence, and he could have been arrested even without the filing of further charges.

In *King v. Lank*, 61 A.2d 402 (Del. Super. 1948) King was arrested and charged with reckless driving, pleaded not guilty before Lank, a justice of the peace, and appealed. He contended that his brother was driving. Following his appeal a new charge was filed against the brother, but when that case came up for trial King told Judge Lank that he *was* the driver and wanted to withdraw his appeal and plead guilty. A new charge of reckless driving was thereupon filed against him, he pleaded guilty and was sent to jail. He was immediately released on a writ of habeas corpus and brought suit against Lank for fake imprisonment. It was King's contention that the appeal deprived Lank of all jurisdiction over the subject matter of the case so that he had no authority to try the second charge against him. The court said it was not true that the court lost jurisdiction of the *subject matter* by reason of the appeal. He did lose jurisdiction of the *case* or *the action* in which the appeal had been taken, but the filing of the new reckless driving warrant was the start of a new action, even

though it was for the same offense as the earlier one. The court said: "His method of proceeding certainly does not commend itself as an ideal example of proper judicial conduct * * * but he is not responsible to plaintiff in this suit under the facts shown by the record."

In *Cox v. Perkins*, 299 Ky. 470, 185 S.W.2nd 954, 173 ALR 797 (1945) Cox was arrested on a warrant issued by Perkins, a justice of the peace of the 7th Magisterial District. He proceeded to try the case in the 1st Magisterial District where Cox lived, at the latter's request. Cox was convicted and committed to jail. Later he sued for false imprisonment alleging the judgment was void because rendered outside Perkins' *territorial* jurisdiction. The Kentucky Court of Appeals held Perkins liable, saying: "Where a justice of the peace goes outside the limits of his jurisdiction and undertakes to hold his court he has jurisdiction neither of the subject matter nor of the person, and no waiver or agreement made before him outside his jurisdiction can confer jurisdiction on him. Outside the limits of his jurisdiction he is not a judge. He is no more than any private citizen, and any judgment he gives outside his jurisdiction, whether by agreement, waiver or otherise, is no more binding upon the parties than if it had been made before a private individual. * * * The generally accepted rule is that a justice of the peace is civilly liable when he acts without jurisdiction of the person, without a general jurisdiction of the subject matter, or without compliance with jurisdictional prerequisites, irrespective of motive or corrupton, and even though his act involves the decision, made in perfect good faith, that he had such jurisdiction," quoting 31 Am. Jur., Justices of the Peace, sec. 22. See also Note: 173 ALR 809.

SUMMARY

From the foregoing it is apparent that it well behooves a judge to know the extent of his power and authority. In order to be protected he must have jurisdiction of (1) the person and (2) the subject matter. Also (3) he must act within his own district—territorial jurisdiction. Lacking any of these elements his judgment is void. Peace officers usually are protected in making an arrest under a warrant valid on its face, and the rules relating to their liability are substantially the same as those covering that of judicial officers. But as illustrated in the Vickrey case, a warrant does not protect the officers where there is no such offense as that recited therein since it is void on its face. Dunivan, the officer, was held liable in that case because he conspired with the judge to bring the charge.

Officers as well as judges engaged in traffic law enforcement are charged with a serious responsibility to protect motorists against such injustices as that perpetrated in the New Mexico case. They must strive constantly to prevent such occurrences, which reflect seriously upon the integrity of our administration of justice and lend "aid and comfort" to the critics of our American Way.

TRAFFIC & CROWD MANAGEMENT AT THE ACCIDENT SCENE

Priority of Traffic and Crowd Management

22.010—Crowd management and control of traffic at the accident scene have a high priority for an accident investigator, in some accidents top priority. Neglecting or mishandling these duties may result in several things: The accident may get worse when oncoming vehicles crash into the wreckage or bystanders. Additional accidents may occur some distance away due to congestion or confusion resulting from the accident. Evidence valuable in reconstructing the accident or in helping to substantiate charges in the prosecution of a law violation may be destroyed by traffic. In addition, the *manner* in which you perform your several duties at the scene, including traffic handling, may have a lot to do with how cooperative witnesses will be. If you create a generally good impression, witnesses are more likely to volunteer information.

Anticipating Emergency Conditions

22.105—Upon learning of the accident, think of the situation at the scene in terms of possible traffic problems common in that type of neighborhood, the possibility of vandalism and congestion, keeping the road open, and available detour routes. Learn as much as possible about the accident situation from the dispatcher or whoever tells you about it.

22.110—As you approach the scene it may be a good idea to put out warning devices so you will not have to retrace your steps. Be sure to place your own car so as not to cause hazard or congestion or block access by emergency vehicles.

22.120—After arriving at the scene, determine what else is necessary to control bystanders or vehicular traffic and send for needed help at the first opportunity. Usually no extra help is required, but in accidents that completely block a main roadway when traffic volume is heavy, special details of many men may be needed. Ask yourself two questions: "Is it likely that oncoming vehicles will crash into the wreckage?" and "Will there soon be a traffic jam here unless I do something about it?" If the answer is "no" to both, you can continue with the investigation, but if "yes" think at once about what steps to take.

Non-Police Helpers

22.210—Get civilians to help whenever they are available and are needed. Some are easier to get than others, but most will help if you ask them. Say, "Will you give me a hand here for a minute, please?" If you are refused, do not try to urge people to help unless it is an extreme emergency. When giving instructions, be very specific.

GOOD	BAD
Please stand right here and keep vehicles from traveling on this side of the road. When you want people to stop, do this; to start, do this. If you have trouble just call me over.	Direct traffic for a while, will you?
Please take 100 steps south and set this pot down about a foot and a half off that edge of the roadway. (Point south as you say this and show with your hands how far a foot and a half is.)	Drop these flares up there on the road.

22.220—Do not ask just anyone to help you. Pick the most responsible and easily identifiable persons for the job such as passing truck drivers or taxi drivers. Place helpers where they are not likely to be hit by an approaching vehicle. When you can, get the names of people that give help so letters of appreciation can be sent to them by your department later on.

Preventing Other Vehicles From Becoming Involved

22.310—Warning approaching vehicles of the accident can be done during daylight hours by using flags, reflectors, and people directing traffic. During darkness, lights are necessary. These lights may be flares or pot torches, fusees, properly used automobile headlights, and flashlights or baton lights.

22.320—Place warning devices at a point or points which will provide ample warning of the obstruction ahead considering speeds of vehicles, traffic volume, and visibility. How and where to place warning devices is covered in another publication. Remember, that this phase of keeping the accident from getting worse may be the most urgent matter requiring your attention.

22.330—Placing investigator's vehicle to protect scene is generally a good idea, especially if two or more such vehicles are present. This is important when an injured person is lying in the road receiving first aid or waiting for an ambulance. At night put the vehicle headlights on the accident scene. By day, put the vehicle crosswise to the road, if necessary, to shield the entire scene. If the vehicle has flashing lights on it, let them operate. At night leave all lights on. Do not neglect other warning lights and traffic direction just because your car has been spotted to protect the accident scene. Place the protecting vehicle at least 50 feet from the nearest object to be protected unless this puts it in an intersection. The cars most likely to overlook advance warnings are usually going fast and may shove the protecting vehicle some distance. If tow trucks must wait at the scene have them wait in position of a protecting vehicle with all lights on. They are more conspicuous than ordinary vehicles.

Preserving Signs of How the Accident Happened

22.410—Preservation of possible evidence is not a consideration in all accidents. In some, the most impor-

tant thing is to clear the roadway; other accidents do not leave markings on the road which need to be protected from traffic. In most serious accidents, however protecting debris and skidmarks is very important, at least until you have decided that they will not be needed or until they have been suitably recorded.

22.420—Take extreme care to protect debris denoting the collision point, tire prints, skidmarks, run-off from radiators and crank cases, blood stains, broken accessories and other short-lived signs. Such signs may have to be photographed or located by measurements, or collected and preserved for later use.

22.430—Sometimes it is impossible to keep vehicles from running into and over signs of the accident on the road because they are in or near the center of the road and passing vehicles cannot get around. In other accidents you will not have the help or the equipment available to keep vehicles away. Sometimes you can hold vehicles up from one direction for 10 minutes or so, then guide those from the other direction around the evidence while the crowd is kept away. How you keep vehicles and people away depends to a large extent on the circumstances of the accident. For example, you may be able to accomplish it by placing your car so as to protect it, by stringing a rope between two vehicles, between a vehicle and a telephone pole, by placement of flares, or even by placing helpers so that vehicles and pedestrians will not get into the area. Sometimes, it is necessary only to say something like: "Please stand right here for a couple of minutes, will you, and see that no one touches this glass?"

Congestion and Parking

22.510—Congestion and parking problems are encountered at the scene of many accidents. Congestion may be very severe, particularly in urban areas. In some cases you can hold up traffic for five to ten minutes to collect evidence; but in other cases, the important thing is to get traffic moving right away. Delaying traffic may cause intolerable congestion and increase the chance of other accidents happening even at some distance from the scene.

22.520—Minor traffic obstructions such as partially damaged or stalled vehicles and spilled cargoes are generally removed as soon as possible. If owners or operators do not or cannot assume this responsibility, you must do so. Such removal can either be by wreckers or, in very congested locations, by enlisting aid to push the vehicles enough to clear a portion of the roadway for travel.

22.530—Major traffic obstructions such as fallen trees, broken power lines, and overturned trucks are not easily removed. As soon as possible, place appropriate warning devices at a sufficient distance on both sides of the blockage, move pedestrians to a safe distance, and direct traffic through unobstructed traffic lanes. You will need the help of wreckers or power company personnel to move the obstruction.

22.540—Complete road blockage. When vehicles are on fire or overturned and are blocking the entire roadway, or injured or dead persons are lying in the roadway so that passage is impossible, establish blockades right away. These should be located at detour points. If you have them, erect warning signs to tell oncoming motorists of the presence of detours. Blockades are routine methods of detouring traffic and will not be discussed in detail here. Be sure that enough space is cleared to permit the arrival, use, and exit of emergency equipment.

22.550—In selecting a temporary detour route, consider these factors:

1. Where are most vehicles going, and what road will get them there quickest?
2. Can this road accommodate the traffic?
3. Are there bridges which are too weak to carry heavy loads or overhead obstructions that all trucks can't clear?
4. Will drivers get lost easily, or is route clearly marked?

22.560—To prevent congestion as much as possible, detour traffic approaching the blockade to the right so that left turns which are likely to impede traffic are not made on the main street.

22.570—Parking by curious drivers often hinders the investigation, can interfere with traffic flow, and can hinder the operation of emergency vehicles. Blockades and personal supervision are the only sure means of eliminating this problem. When directing traffic, tell slow-moving overly-curious drivers, "No stopping here. Keep moving, please." They will usually do so. If people do park, be certain that the vehicles are well off the paving where they cannot hinder traffic or cause additional hazard. If vehicles do either, you can order them off the road.

Pedestrians and Bystanders

22.610—Keep spectators off the roadway and out of the way of ambulances, tow trucks, other emergency equipment, investigators, and other workers. Do not let pedestrians and other bystanders move or attempt treatment of injured persons unless you are convinced they are qualified.

22.620—You must use a *courteous* but *commanding* approach if pedestrians are to respond to your orders. Shout only as a last resort. Be *positive*. Say "Will you *please* stay on the sidewalk. We do not want anyone to be hurt."

22.630—Try to keep *all* bystanders on the sidewalk from the very beginning if there is much of a crowd. If one gets into the street, all will tend to do so.

DEVELOPMENT OF THIS MATERIAL WAS MADE POSSIBLE BY FUNDS GRANTED THE TRAFFIC INSTITUTE BY THE LIBERTY MUTUAL INSURANCE COMPANY, BOSTON, MASS.

Six Traffic Training Films Available

Six operational-level traffic training films are now available to police departments, the Traffic Institute of Northwestern University has announced.

Produced for the Institute by the National Association of Automotive Mutual Insurance Companies, the films were prepared as visual aids to supplement written materials and classroom instruction in the subject matter.

All the films are 16mm sound motion, with a running time of 10 minutes each.

Most recent film in the series is "Traffic Violation Case Preparation." In this a police officer and the prosecutor meet to plan their combined strategy in a traffic violation case. The film shows the officer's procedure at the accident scene, his follow-up interrogation of witnesses and his preparation of the information for court presentation. The necessity for cooperation between the police officer and the prosecutor is stressed.

The film sells for $36.00. The price includes a copy of the *Traffic Accident Investigator's Manual.*

Other films in the series are: "Signals and Gestures in Directing Traffic," "Hit-and-Run Investigation," "The Traffic Officer in Court," "Detecting and Recording Skidmarks," and "Questioning Drivers and Witnesses in Accident Cases."

For copies of a brochure describing the six films and their availability, write to Training Film Program, Traffic Institute, 1704 Judson Ave., Evanston, Ill.

INTERESTING CHEM TEST FEATURE COMING UP IN TD&R

New York State's experience with chemical test for intoxication "implied consent" legislation, when reported at the National Safety Congress in October, proved so interesting that the *Traffic Digest & Review* asked James R. Barrett, chief of the Police Bureau, State Division of Safety, to prepare a detailed account for an early issue of the magazine.

Mr. Barrett gave his report, including the results of a study of administrative problems for police which resulted from the law, at the annual meeting of the Tests for Intoxication Committee at the Safety Congress.

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TRAINING CALENDAR

(*All training courses will be conducted at the Traffic Institute, Evanston, Ill., unless otherwise indicated.*)

Nov. 7-23—Traffic Law for Police.

Nov. 28-Dec. 9—Traffic Control Devices and Methods for Police.

Nov. 28-Dec. 9—Supervision of Police Personnel.

Nov. 28-Dec. 9—Fundamentals of Traffic Police Service, Tulane University, New Orleans, La.

Nov. 28-Dec. 2—Traffic Court Conference, School of Law, Tulane University, New Orleans, La. (Conducted with ABA).

Dec. 12-16—Chemical Tests for Intoxication.

Jan. 3-27—Introduction to Police Management.

Jan. 23-Feb. 3—Fundamentals of Traffic Police Service, University of California, Los Angeles.

Jan. 30-Feb. 3—Traffic Court Conference, School of Law, University of Southern California, Los Angeles (conducted with ABA).

Jan. 30-Feb. 17—Police Traffic Records.

Feb. 6-17—Fundamentals of Traffic Police Service, Arizona State College, Tempe, Ariz.

Feb. 6-24—Motor Vehicle Traffic Control (for Air Force).

Feb. 9-10—Western regional conference for graduates of the TPA Training Program, Phoenix, Ariz.

Feb. 20-March 2—Personnel Management.

Feb. 27-March 9—Fundamentals of Traffic Police Service, Northeastern University, Boston, Mass.

Feb. 27-March 16—Fundamentals of Traffic Police Service.

March 2-3—Southern regional conference for graduates of the TPA Training Program, Atlanta, Ga.

March 5-16—Supervision of Police Personnel.

March 12-13—Eastern regional conference for graduates of the TPA Training Program, Philadelphia, Pa.